

Patent Claims

1. Technique for changing the valve timing of an internal combustion engine with at least one camshaft and cam lobe displaced at the rotational angle to each other, which under the interposition of appropriate cam following elements, such as, for example, bucket tappets, etc. act together with intake or exhaust valves of the internal combustion engine, as well as with a camshaft actuator situated on the camshaft, through which the position and/or the rotational attitude of the camshaft can be adjusted for crankshaft, characterized by the fact that
 - a.) to decrease the valve opening time, the camshaft is adjusted toward “late” during a valve stroke, while the camshaft is adjusted toward “early” during the immediately subsequent base circle phase of the affected camshaft or,
 - b.) to increase the valve opening time the camshaft is adjusted toward “early” during a valve stroke, while the camshaft is adjusted toward “late” during the immediately subsequent base circle phase of the affected camshaft
2. Technique as claimed in Claim 1, characterized by the fact that the technique is used on a double-rowed 6-cylinder engine with symmetrical ignition sequence per cylinder bank.
3. Technique as claimed in Claims 1 or 2, characterized by the fact that the technique is used in an internal combustion engine that is equipped with a device for valve stroke change-over.